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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Albania

DATE DISTR. 3 JAN 1952

SUBJECT Road and Railroad Information

NO. OF PAGES 2

PLACE
ACQUIRENO. OF ENCLS. 1
(LISTED BELOW) (A)DATE
ACQUIRESUPPLEMENT TO
REPORT NO. 50X1-HUM

DATE OF

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1.

wooden bridges are being replaced by masonry bridges. Rocks are more plentiful than lumber in most sections. Wooden bridges are rare and were only built for temporary or emergency use. See Enclosure (A) sketch of typical masonry-type bridge.

2.

(a) the Delvine-Devri-Theollogo road has been completed. This is a gravel road section. See Enclosure (A) for sectional views of typical Albanian Roads.

(b) The Kuke-Milot road was finished in 1940. It is gravel and has the typical section as sketched. This road was built to haul copper. It is a mountain road with several masonry bridges.

(c) The Berat-Fraseri road This road is gravel as are all others in the area. It has the typical section also.

(e) The Tropoje-Shkoder road This road follows the river bank and has the typical gravel top section.

(f) The Puke-Kolgecaj-Q. Morinss road was completed in 1940 to serve Puke copper mine. Section is typical.

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3. [redacted] data as to surface, width and condition, of the following roads: [redacted]
 Berati-Cerevoda road, Permeti-Luarasi road, Lushnja-Belshi road, [redacted]
 and Porto Edda (Santi Quaranta or Saranda)-Butrinto road?

- (b) The road from Berati to Cerevoda is a serpentine gravel road through the mountains with large cuts and fills and high retaining walls. One very noticeable improvement was made in a section about six or seven kilometers long in the mountainous country about 15 kms southeast of Berati. Here the serpentine road was straightened out and the distance cut to about 3-1/2 kms.
- (c) The road from Permeti (Premeti) to Luarasi was finished with the same section shown in sketch. Enclosure (A)
- (d) The Lushnja-Belshi road is typical blacktop section. This is in the petroleum area serving the Kushov district wells.

- (f) [redacted] the Porto-Butrinto road has the typical blacktop section. This road was used by tourists a great deal.

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4. [redacted] railroad being built from Tirana to Durrës. It was to be single track. The roadbed was completed but no rails had been laid. Late in 1947 [redacted] completion of this railroad.

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- end -

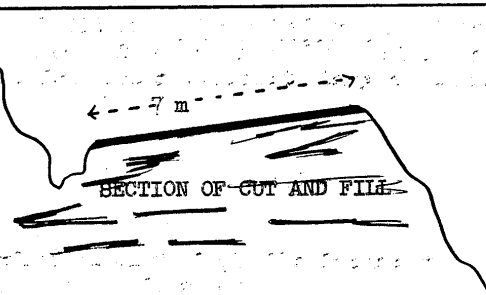
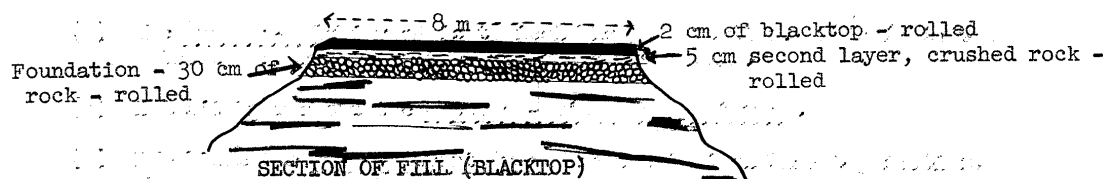
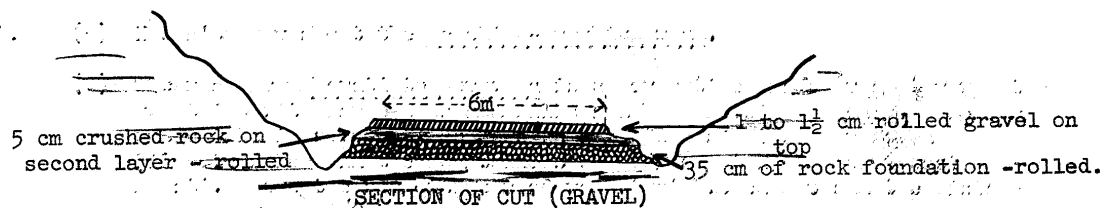
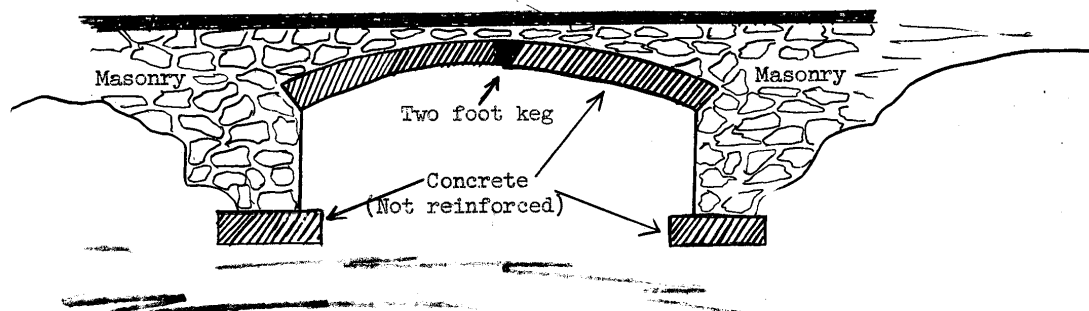
ENCLOSURE (A): Sectional views of Typical Albanian Roads
 Typical Masonry Bridge

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ENCLOSURE (A)

SECTIONAL VIEWS OF TYPICAL ALBANIAN ROADS

TYPICAL MASONRY BRIDGE
(Capacity about 25 tons)

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